



Home Again! Lago's two scholarship winners land at Dakota Airport.

Yeganda Cas! Lago su aprendiznan a bolbe di Merca.

Hundreds Hail Jan and Pedro's Arrival from Year in States

Pedro Irausquin and Jan Wester — Lago's two Vocational School scholarship winners — returned to Aruba Sunday, June 24, to be met by a large crowd of friends and relatives at Dakota Airport.

"There's no place like home", both of them said, "and we're glad to be back".

C. F. Smith is Named To a New Position

Charles F. Smith was this month named to the new position of Service and Staff Departments Superintendent. Departments under his supervision are Colony Service, Industrial Relations, Medical, and Public Relations.

At the same time, Mr. Smith was also named a member of the Company's Executive Committee.

Until his new assignment, Mr. Smith had been Lago's manager of Industrial and Public Relations. His Jersey service dates back to 1930; he first came to Aruba in 1938 as head of the Training Division and was later personnel manager. In 1941 he returned to the United States where he spent several years in various training and employee relations posts in the New Jersey Works. He was transferred to the Employment Relations Department in New York in 1946, and returned to Aruba in August 1948. In recent months Mr. Smith has held various Executive Development Program assignments here, and in 1950 attended the advanced management course at Harvard University's Graduate School of Business Administration.



C. F. Smith

Tanker Rescues Vessel

The SS Fort Fetterman, south-bound from Aruba to Amuay Bay June 25, rescued a 60-foot Venezuelan fishing vessel that was stranded at sea. The sails of the ship — the San Miguel — were torn to shreds by the strong winds and the vessel was helpless without any auxiliary engines.

When she sighted the Fort Fetterman, the San Miguel waved her down and asked to be towed. The Fort Fetterman towed her to the entrance of Amuay Bay, where she was turned over to the tug Esso Las Piedras. The tug towed the San Miguel on into the dock.

Donald P. Swain is captain of the Fort Fetterman.

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Estudio di Costo di Bida Casi Completá

Consehero Técnico Ta Analizando Informacion

Punchmento di kuarchi y tabulacion di resultadonan di estudio di Costo di Bida a keda di bini cla na cumintamento di e siman aki. Probablemente den e siguiente dos simannan, e consehero técnico Laurence De Trude lo cabá di analiza resultadonan y di prepará recomendacionnan tocante composicion di e index nobo pa costo di bida.

Progreso di e estudio a worde discutí dia 23 di Juni cu miembronan di Lago Employer Council. Na es reunion, James M. Smith, jefe di Wage & Salary, y Sr. De Trude a pone LEC na corriente di tur desaroyo reciente. Un reunion igual tabata yamá pa Diasabra, 30 di Juni.

Sr. De Trude a splica e sistema di usa code na e grupo; esta cu tur informacion colectá pa e entrevistadornan mester worde poní na number. Por ehempel, e 200 pacusnan na cualnan empleadonan ta cumpra, cada un tin un number; tur e articulonnan cumpra cada un tin un number, etc. Dunando un number (code) na cada cas, e number nan por worde gepunch riba kaarchinan di tabulacion, pa poi calcula tur cos cu machiennan di tabulacion.

Sr. De Trude a bisa cu e estudio lo muestra cuater punto principal. Di promé, lo e muestra un comparacion entre e index di anja 1941 y esun actual. Di dos, lo e muestra cuanto diferente sorto di artículo ta worde cumpra, di ki tamaño, mnda, promedio di loque cada famia ta gusta. Di tres, lo e muestra cual articulonnan ta mas principal den preparamento di resumen di costo di bida. Di cuater, cantidad cumpra, variacion den prijs, y importancia di cada artículo.

Den number di LEC, Vice-Presidente Cecil R. A. Bishop a gradici y a expresa aprecio pa tur e empleadonan di oficina cu a traha oranan largo riba e listanan di pregunta te ora cu tur entrevistanan a keda completá. Otro miembronan di LEC tambe a comenta riba e trabao bon haci. Sr. De Trude tambe a elogia e empleadonan den oficina pa e trabao excelente, cu a worde hibá a cabo di un moda excepcional.

New NWI Governor Holds Press Conference



Dr. A. A. M. Struycken, Governor of the NWI, holds a press conference with members of the Aruba Press Association on Monday, June 25, before leaving Aruba after his 4 day official visit. Left to right: His Excellency, the Governor; A. Cloo, editor of the Arubaansche Courant; J. Bode, correspondent for La Prensa; (backs to camera) E. F. Lo, Beurs correspondent; and F. Steenmeijer, also of Beurs.

Dr. A. A. M. Struycken, Gouverneur di Antillanan Hulandes, a tene un conferencia cu miembronan di Asociacion di Prensa di Aruba Dialuna, 25 di Juni, promé cu e bai despues di su bisbita oficial di 4 dia na Aruba. Di robes pa drechi: Su Excelencia Gobernador; A. Cloo, editor di Arubaansche Courant; J. Bode, correspondent pa La Prensa; (lomba pa camera) E. F. Lo, correspondent di Beurs; i F. Steenmeijer, tambe di Beurs.

1950 Capital Award Winners Named Today



Herman Huising



Vincent Burgos



Samuel Joseph



Walter G. Byer

Capital Award Winners for 1950 were announced today. Herman Huising, LOF, won the top award of Fls. 1000, boosting his winnings on a single idea to Fls. 4000. On March, 1950 he was given an initial award of Fls. 1000, and in April of this year the idea earned a supplemental of Fls. 2000. The idea was to install a blockvalve in No. 7 crude line and a connection from pump No. 1243 to the upperside of the blockvalve.

Fiesta pa Irene Dia di Su Anja

Un sorpresa grandi pa Irene Jacobs kende ta na Philadelphia pa tratamiento médico, tabata un fiesta pa celebrá su anja dia 25 di Mei, na cual fiesta tabatin dos invitado inesperá.

E invitadonan tabata Jan Wester y Pedro Irausquin, kendenan a bini di Allentown, Pennsylvania pa medio di esfuertonan di Lions Club di Philadelphia.

Ta Lions Club di Philadelphia mes tambe a regla tur cos pa e fiesta di Irene. Mas o menos 300 hende tabata presente na e celebracion cu a tuma lugar den sala di un school.

Alegria di Irene ora cu el a mira e dos mucha-hombenan ta expresá den e carta cu e mucha-hombenan a skirbi despues.

"Irene no tabata sa cu nos tabata di bini su fiesta", nan ta bisa, "y e tabata sorprendi ora cu el a mira nos drenta. Nos a cumintza hari y un hende a bisa 'nan tambe ta di Aruba; Irene no por a comprende na promé ora, pero ora cu nos a cumintza papia cuné na Papiamentu y nos a bisé kende nos ta, e ora ey sí! Nos no por splica kico el a sinti, pero ta di comprende com contento el tabata na e momento."

Ora cu Lions Club a tende cu e dos mucha-hombenan Arubiano, Pedro y Jan tabata solamente 50 milla for di Philadelphia, nan a haci areglonan pa nan bini Irene su fiesta. E promé cos cu e mucha-hombenan a haci ora cu nan a yega Philadelphia

(Continuá na Pagina 2)

Vincent Burgos, Drydock, won the second capital award of Fls. 600 with his suggestion to use welding torches to clean salt deposits from N. D. and P. D. Condenser tubes. He received an initial award of Fls. 200, and a supplemental of Fls. 900, adding up to Fls. 1700 total.

Third capital award of Fls. 400 went to Samuel Joseph, Catalytic and Light Ends (who is no longer working for Lago). His idea to withdraw spent caustic at a very slow rate to as low a level as possible before recharging AAR-2 and ISAR earned a Fls. 250 initial award and Fls. 250 supplemental award, totalling Fls. 900.

Walter G. Byer, LOF, was given the fourth capital award for his idea of eliminating a steam pump from No. 1 Pitch Still. This idea received an initial award of Fls. 150, and a supplemental award of Fls. 250, adding up to Fls. 600. Total amount given on these four ideas was Fls. 7200.

Esso Heights to Elect

Residents of Esso Heights will elect four men to represent them on the Esso Heights Advisory Committee July 23 and 24. List of the nominees will appear in the July 20 issue of the Esso News.

Eight men were nominated by the nominating committee June 29. Additional names may be added to the ballot by submitting a petition signed by 50 Esso Heights residents; petitions should be turned in by July 7 to the Industrial Relations Department.

ARUBA ESSO NEWS

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Estudiantenan Jan y Pedro Ta Bolbe

Un grupo grandi di amigonan y famia tabata pará na vliegveid Dakota pa duna bon-binda na Pedro Irausquin y Jan Wester — e dos aprediznan cu a gana beca ofreci door di Lago su School di Ofishi, cu a bolbè Aruba Diadomingo, 24 di Juni.

"Ningun otro luga ta manera bo mes tera", nan a bisa, "y nos ta contento cu nos a bolbe cas atrobe".

"Aruba a mustra mi asina bon," Jan a sigui, "cu ora nos a mira e isla fo'i den aeroplano, mi a hera kibra e bentananan pa mi sali."

E dos jonkumannan aki a duna terminación na nan estudio di casi diez luna na Merca cu un biaha cu auto fo'i Pennsylvania te Miami. Nan a worde acompaña door di Sr y Sra Wilkinson y nan dos yieunan.

Sr Wilkinson ta conectá cu e Schoolnan di Gobierno na e stad di Allentown, y Pedro cu Jan — mescos cu Dominico Britten y Francisco Dijkhoff, e dos aprediznan cu e aña anterior a gana beca, tabata biba cerca dje y su famia. Ariba nan biaha di 1800 milla, fo'i Pennsylvania pa Florida, nan a pasa door di e estadonan Delaware y Maryland, y a bishitá Washington D.C., e capital di Merca, y Mount Vernon na Virginia, e cas unda George Washington tabata biba; nan a bai landa na Myrtle Beach den South Carolina; y yega Miami un dia prome cu nan mester a tuma aeroplano di KLM pa bolbe Aruba.

Tur dos e jovennan a expresa nan gratitud na Lago pa e oportunidad cu a worde duná na nan pa studia na Merca.

"Tabata un sonjo cu a worde realizá" Jan a bisa.

"Tabata un sonjo cu nunca ni siquiera mi tabatin," Pedro a bisa, "y di berdad e tabata magnifico".

E dos mucha-hombenan, e dos aprediznan mas sobresaliente cu a gradua fo'i School di Ofishi aña pasa, a studia na e High School Publico di Ofishi na Allentown, Pennsylvania. Cu nan regreso na Aruba nan a trece cu nan hopi memorianan di aprediznan nobo, cu lo keda cu nan pa semper. Durante nan biaha di Aruba pa Allentown na September

aña pasa, nan a stop pa algun dia na New York, pa mira e bistanan di e stad grandi aki. Despues nan a sigui pa Allentown, unda pa nueve luna nan lo keda biba.

"Tur hende aya tabata nos amigo", nan a bisa. "Hendenan na Allentown y tambe na tur otro camindanan cu nos a bai, tabata masha cariñoso cu nos, Cu curazon pisá nos a laga nan."

Durante nan estudio na Pennsylvania, e jovennan a bai Philadelphia tres diferente biaha. Ariba un di e biahnan aki nan a yuda Irene Jacobs celebra su fiesta di aña. (Lesu storia separá) Nan a bishita Bethlehem tambe, unda nan a mira e planta enorme di Bethlehem Steel, y nan a bishita otro centronan industrial unda nan a observa trabao den varios di e plantanan.

Un di nan aprediznan nobo tabata sneeuw, cu nan a mira pa di prome biaha den nan bida; tambe nan a experencia temperatura friu cu a baha te na ocho grado bawo zero.

"Tabata ariba un diasabra ora e temperatura a baha te na ocho grado bawo zero", nan a bisa, "y nos a keda henter dia den cas."

Pedro ta traha cu Laboratorio di T.S.D., y Jan ta cu Metal Trades. Tur dos e jovennan ta sinti cu, como resultado di nan entrenamento mas avansá, nan ta mihó capabel awor pa haci nan trabao. Pa nan, e tiempo cu nan a pasa na Merca tabata un periodo maravilloso di hopi utilidad. E éxito di nan estudio na Merca ta worde demostrá tambe den un carta cu Sr. F. M. Scott, Jefe di e Departamento di Entrenamento a ricibi fo'i Sr. Clifford S. Bartholomew, Maestro principal di e School na Allentown.

"Tabata un placer pa tin Jan y Pedro hunto cu nos" Sr Bartholomew a scribi. "No tin ningun duda cu den tur e klasnan cu nan a pasa, nan a establece un bon chempel, y nan comortación den School tabata di mas mihó. Nan actitud tabata excelente. Mi lo gusta di tin un school yen di mucha manera esunnan cu boso a manda nos fo'i Aruba."

Schedule of Paydays

Semi-Monthly Payroll	
June 16-30	Monday, July 9
July 1-15	Monday, July 23
Monthly Payroll	
June 1-30	Tuesday, July 10

Wallace Spans U.S. Sees 22 States

When Paul Wallace, Lago Police Department, started out on his last vacation, he really set out to see the United States. At the end of seven weeks, he had travelled through 27 states — a distance of 10,500 miles — driving from New York through the southern states across to California, up the Pacific Coast, and back to New York by way of the northern states.

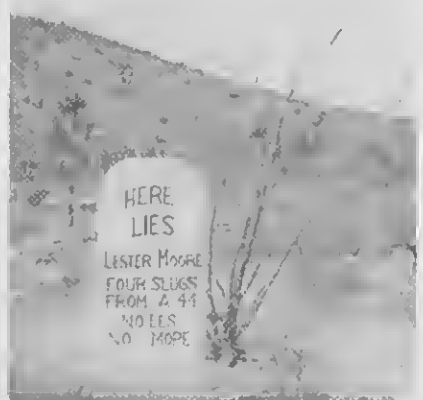
"I had a vacation, a new car, and I wanted to see what the United States looked like", Mr. Wallace says in explanation of his trip.

Starting from New York City, he drove through 22 states: New York, New Jersey, Pennsylvania, Maryland, Virginia, West Virginia, Tennessee, Arkansas, Texas, New Mexico, Arizona, California, Oregon, Washington, Idaho, Montana, Wyoming, Nebraska, Iowa, Illinois, Indiana, Ohio, then back into Pennsylvania. Then he took a trip to his hometown in Vermont, travelling in five more states: Connecticut, Rhode Island, Massachusetts, New Hampshire, and his home state.

"The weather was wonderful all the way, and I just stopped whenever and wherever I felt like it", Mr. Wallace says.

Among the many scenic sights he saw on his cross-country trip, he was particularly impressed by Yellowstone National Park, Imperial Valley and the redwood section in California, and the Columbia River Valley in Oregon.

A humorous highlight of his trip was his visit to — of all places — a cemetery. It was the well-known cemetery in Tombstone, Arizona, famed wild frontier town during the early days of the West. Among the 150 or so headstones above the graves, many contained humorous inscriptions giving details of how the various people met their death (see cut). Under the names of four men



There isn't much humor in most cemeteries, but the one in Tombstone, Arizona is a notable exception. Paul Wallace, L.P.D., snapped this picture of a headstone on a grave there. The inscriptions reads: Here Lies - Lester Moore - Four Slugs - From a .44 - No Les - No More.

was the large word, "Murdered." Another man was hanged, but the headstone left no doubt about the circumstances: on it were the words, "legally hanged".

Mr. Wallace had no flat tires, or any kind of car trouble, throughout his trip.

"On the major part of the trip I didn't see any highway accidents", he says. "I saw an accident in Harrisburg, Pennsylvania right after I started out. That was the last one I saw until I had gone all the way across the country and back to Harrisburg. There, oddly enough, I saw another one on my way back to New York."

How does Mr. Wallace feel about all the different parts of the country he saw on his long trip?

"It was really a wonderful trip, and I enjoyed every minute of it", he says. "However, the old home town — Waterbury, Vermont — still looks the best to me. That's where I'm going to settle down some day."

Busca Bo Copa

Tur esnan cu a gana copa of premio na Olimpiada di Aña di La Reina, y cu no a ricibi ainda, sea asina bon di bai tumé cerca Henry Nassy. Su oficina ta den Edificio di Training (B.Q. No. 3), cuarto No. 14.



Working up a poster design, I. Lorenzo Hernandez, 1949 student, gets advice from instructor Jan W. A. Smit. Hernandez is using colored chalks.

I. Lorenzo Hernandez, estudiante di 1949, ta worde conschá den pintamento di su poster di Seguridad. Su instructor ta Jan W. A. Smit.

Students Use New Skill In Safety Poster Contest

Four groups of second-year vocational students began a contest last month that will combine a newly-developed skill with a useful purpose. Winding up their year's activity in freehand drawing class, the 101 boys are now preparing for a safety poster contest that will highlight their progress.

All posters worthy of being used will be posted at appropriate places by the Safety Division, and the boys who created these posters will receive prizes. At the same time a judging committee will select the three best posters, and special awards will be given for these. Judges will include two men from the Safety Division, two from the Training Division, and one from the Public Relations Dept.

In their present one-hour daily class sessions the boys are making trial posters, putting into practise the drawing skills they have learned since last September. In this stage they are modeling their work after professional posters supplied by the Safety Division. Late this month the actual contest will find them designing and creating their own.

They will be permitted to use any subject matter concerning safety, but will be urged to relate the posters to their own experience if possible.

Jan Smit and Glenroy Straughn are the drawing instructors, with Mr. Smit leading three-fourths of the class sessions and Mr. Straughn the balance. This is the first year that freehand drawing has been part of the program; it will now be a regular feature of the students' second year work, followed the next year by mechanical drawing.

A later Esso News will carry pictures of the winning students and their prize posters.

Instrumental School Being Organized

Mr. and Mrs. A. L. Born recently arrived in Aruba from Holland to set up an instrumental music school here. This will be the first school of this type in the NWI.

Both Mr. Born and his wife are experienced musicians and instructors. In addition to teaching piano, Mr. Born has specialized in training choral groups; he is also an authority on folk music. Mrs. Born teaches both piano and voice.

Plans to set up this music school here started with Aruba's Cultural Center, which received assistance from Stiens in Amsterdam.

Anyone interested in further information about the school may get in touch with P. Steenmijer at the Botica Aruba in Oranjestad, or with Mr. Born at the Scala Hotel.

Fiesta pa Irene

(Continuó di Pagina 1)

tabata di bai directamente na un panaderia caminda nan tabata traha un bolo pa Irene su anja. Ey nan a traduci "Happy Birthday, Irene", na "Feliz Cumpli Año Irena", pa e panadero por a skirbi riba e bolo di tres piso.

Irene, e mucha-muher di 13 anja cu Lions Club di Aruba a manda Philadelphia pa tratamiento médico, ta hopi mihor. E mucha-hombenan ta bisa cu dokternan ta bisa cu pronto lo e ta tur bon, y cu tur hende na Aruba por keda sosesá pasobra e ta de lo mas mihor cu por tin.

E mucha-hombenan a bisa tambe cu tur hende na e fiesta tabata bisa cu Irene ta masha lief. Nan ta puntra si tur mucha-muheran di Aruba ta mes lief, y si t'asina anto sigur hopi di nan lo ke bin bishitá Aruba algun dia.

E mucha-hombenan a bisa tambe cu Aruba mester ta gradicido na tur esnan na Philadelphia kendenan a dedicá nan tempo pa Irene su hacimento di anja tabata un ocasion asina contento pe.

Tabatin dos grupo di l'advinder y Kabouter na e fiesta. Nan a traha bolonan chikito, dorná cu letternan roos, geel, y berde cu Irene su nomber ariba nan. E fiesta a cumenza cu un cantica pa cuminda Irene.

Lions Club a percurá pa un yamada na telefon for di Merca pa Aruba, pa Irene por a papia cu su mama.

Entre esnan presente na e fiesta tabata consul y vice-consul Hulandes y nan senjora; miembronan di Lions Club, nurse- y dokternan, padvinder- y nan leidernan, y hopi otro. Irene a ricibi un cantidad di regalo, y tur hende a pasa masha bon na e fiesta.

Irene su dokter na Temple University Hospital, unda e ta bao tratamiento ta skirbi cu e tabata radiante na e fiesta, den su shimis nobo, su jas, y cu e tabata sonrei continuamente. Irene a haya hopi amigo nobo, entre otro su nurse Señora Ramsey Lewis. Despues di e fiesta nan a bin come na mi cas y mi por mira cu e nurse ta masha bon pe.

Irene no ta na cama y e ta keiru, per sea su nurse, vice-consul Hulandes y su señora, of un di e miembronan di Lions Club ta compané. Irene su adres ta Temple University Hospital, Board & Ontario Streets, Children's Ward, Park Avenue, Philadelphia, Pa.

Na ocasion di su hacimento di anja, Irene sigur lo a pensa cu cariño na tur su amigonan y bien-hechornan na Aruba: pasobra ta nan a haci posibel cu e por a bai Merca pa e haya e tratamiento médico cu a necesario pa su salú.



Celebrating a job well done. Interviewers in the Cost of Living Study and LEC members meet with Company Management on June 16.

C-of-L Study Being Analyzed

Key punching and tabulating of results in the Cost of Living study was scheduled to have been completed early this week. It is anticipated that Technical Consultant Laurence De Trude will have analyzed results, and prepared recommendations concerning the composition of the new cost of living base index within the next week or two.

Developments in the study were discussed June 23 with members of the Lago Employee Council. At that time, James M. Smith, head of Wage & Salary, and Mr. De Trude, brought the LEC up to date on progress of the study. A similar meeting was scheduled for last Saturday, June 30.

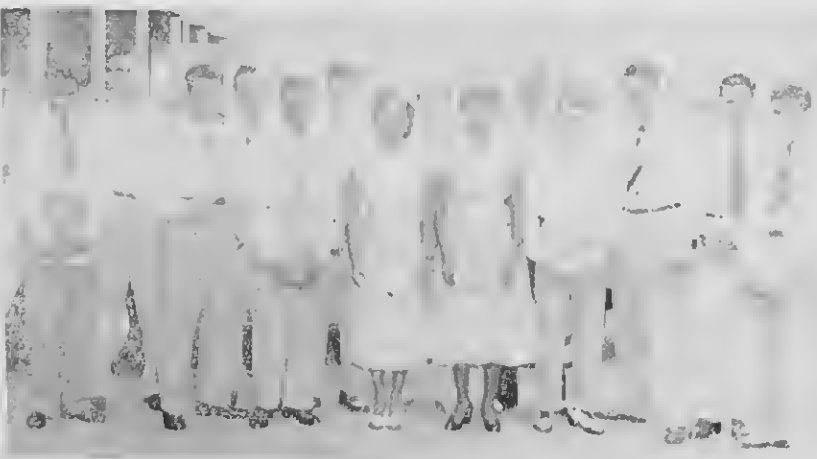
Mr. De Trude explained the system of coding to the group: how all the information gathered by the interviewers must be translated into numbers. For instance, the 200 stores where employees buy will each have a number; all the various items bought by employees will each have a number, and so on. By coding the material, it can be punched on IBM machines; once the key punching is completed, the numbers are translated back into words (the names of stores, items bought, and so forth). Tabulation consists of taking all the information from each questionnaire and averaging it.

Mr. De Trude pointed out that the study will show four major things. First, it will show the relative importance of items in the original 1941 cost of living survey as compared to today. Second, it will show how many units are being bought, in what sizes, where, the relative proportion of the family budget being spent on various items. Third, it will show what items to measure to make a cost of living survey. Fourth, three things — the amount bought, variation in price, and importance of the item — will show the relation of prices to be investigated in a cost of living survey.

On behalf of the LEC, Vice-Chairman Cecil R. A. Bishop extended thanks and appreciation to the office workers who worked long hours on the questionnaires after the interviewing was completed. Other LEC members also commented on the fine work done by this group.

Mr. De Trude also praised these office workers for doing an excellent job in completing a huge task that had been carried on in a capable manner throughout.

Intermediate Typewriting Class is Graduated



Lago ta Anuncia Premionan Capital

Number di e ganadornan di premio-nan capital di Coin Your Ideas a worde anuncia awe. Herman Huising di LOF a gana e promé premio di Fls. 1000. Anteriormente el a gana un premio inicial di Fls. 1000, un premio adicional di Fls. 2000 pa e mesun idea. Na tur anto e idea a produci Fls. 4000 pa Sr. Huising.

Vincent Burgos di Drydock a gana e segundo premio di Fls. 600. Su premio inicial tabata Fls. 200 y su premio adicional Fls. 900, lo cual ta trece total di su idea na Fls. 1700.

E di tres premio di Fls. 400 a hai pa Samuel Joseph di Catalytic & Light Ends, kende anteriormente a ricibi Fls. 250 como premio inicial y un otro Fls. 250 como premio adicional. Na tur Sr. Joseph a colecta Fls. 900 pa su idea.

Fls. 200, suma di e di cuater premio a toca na Walter G. Byer di LOF, kende anteriormente a gana Fls. 150 y Fls. 250 como premio inicial y adicional respectivamente. E idea a gana Fls. 600 pa Sr. Byer.

Na tur, Coin Your Ideas a paga Fls. 7200 pa e cuater ideanan.

Lago Su Estudiantenan Ta Pinta pa Concurso di Poster di Seguridad

Cuater grupo di estudiantenan vocational cu ta den nan segundo anja a cuminsa cu un concurso luna pasá, cual concurso lo combiná un abilidad nobo cu un doel util. Na fin di nan actividadnan di pintamento foi cabez pa e anja aki, e 101 mucha-hombenan ta preparando pa un concurso di prechman di Seguridad (poster) pa demonstra nan progreso.

Tur e posternan cu bale la pena pa worde usá, Safety Division lo pone na lugarnan adecuado, y e mucha-hombenan cu a pinta e posternan aki lo ricibi premionan. Na e mes tempo, e Comité lo scoge e tres mihor posternan y premionan especial lo bai pa nan. Hueznan lo inclui dos homber di Safety Division, dos di Training Division, y un di Public Relations.

Den e klas actual di un ora, e mucha-hombenan ta trahando posternan como proof, practicando loque nan a sinja di pintamento desde September di anja pasá. Actualmente nan ta haci nan trabao, siguiendo riba posternan profesional cu Safety Division a procurá. Mas laat e luna aki, pa e concurso di berdad, nan lo pinta foi cabez.

Nan ta permiti di pinta kico cu nan ke tocante di Seguridad, pero nan lo worde curashá pa pinta nan mes experiencianan.

Jan Smit y Glenroy Straughn ta e instructornan di pintamento; Senor Smit ta na cargo di ¾ parti di e klas y Senor Straughn ta na cargo di e resto. Esaki ta e promé anja cu pintamento foi cabez tabata parti di e programa; di awor p'adilanti lo e ta riba programa regularmente pa estudiantenan den nan segundo anja, sigui pa pintamento técnico den nan di tres anja.

Den un Esso News cu ta sigui, lo tin portretnan di estudiantenan cu a gana y di e posternan cu a worde premia.

Lunch Shelter Opens

Starting last Monday, July 2, the former Zone 1 office will be open 24 hours a day as a lunch shelter for employees. The interior of the building has been completely repainted and fitted out as an eating place for employees.

The building has been equipped with picnic-type tables and benches; a water cooler has been installed, and toilet facilities are available. In addition, men can smoke in the shelter.

FOR SALE: Webster wire recorder, microphone, extra wire, automatic shut-off, late model. Fls. 200. A. Sarratt, American Consulate, 3538.

Graduates of the course in Intermediate Typewriting are shown at left in June 22. From left to right: C. Insam, A. Kiebler, instructor, M. de Anba, E. Innocencia, J. Mac Intosh, F. Wever, G. Bentham, I. Croes, E. Flame, E. George, P. Croes, J. Halley, S. Tromp, and F. Croes.



Todd Duncan, famous American baritone, appeared before an enthusiastic audience at the Sociedad Bolivariana on June 26. The widely-acclaimed singer, who has performed with top musical organizations throughout the world, is seen above with his accompanist. (Photo by Sam Rajroop)

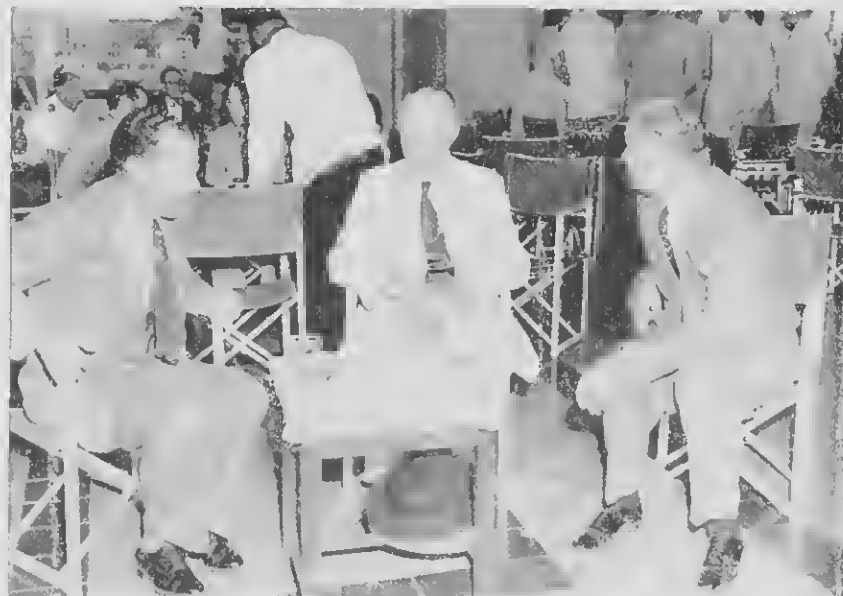
Todd Duncan, bariton famoso Americano, a parce na Sociedad Bolivariana dia 26 di Juni, dilanti di un audiencia entusiasma. Aki nos ta mira e gran cantor, kende a traha cu organizacionnan musical di mihor, hunto cu e pianista cu a acompaña.

Fishermen Go To School School Goes to Fishermen



Unusual sight at Malmok last month were the crowds of people fishing for Jacks which came in schools of thousands along a mile-long stretch of beach. On some days there were at least 500 fishermen, some using twigs for poles, and others with hand lines. What caused the fish to swarm, we don't know, but they make good eating.

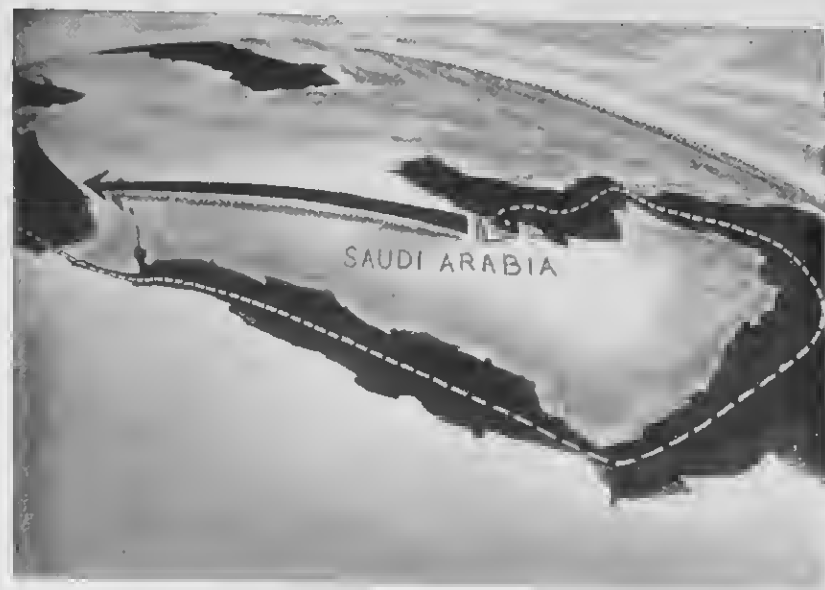
Luna pasá tabatin cantidad di masbango na Malmok, y cantidad di piscadornan tambe. Tin dia tabatin mas di 500 hende. Kico a causa tur e masbanganon di bini tanto asina uingun hende no sa, pero e piscadornan si sa com bon nan a smaak despues.



Seen at the reception given Saturday, June 23, for Governor Struycken (see picture on page 1) are J. De Castro, Acting Lt. Governor of Aruba, F. A. Jas, and H. A. Hessling. (Photo by Sam Rajroop)

Na un recepcion duna pa Gouverneur Struycken na Sociedad Bolivariana dia 23 di Juni, nos ta mira Señor J. de Castro, Gezaghebber Interino di Aruba F. A. Jas, y Señor H. A. Hessling.

Tapline



This story of Tapline — the world's biggest oil pipe line — is adapted from material published by the Trans-Arabian Pipe Line Company. Thanks for permission to reprint the material is extended to Trans-Arabian; to Photographers Corsini, of the Arabian American Oil Company, and Richard Finnie, International Bechtel Inc., for the pictures.

(Map courtesy of "The Lamp")

The Trans-Arabian Pipe Line Company, an American concern, has completed the world's largest oil pipe line system. The oil of Saudi Arabia is now available on the shores of the Mediterranean, more than a thousand miles from its source.

The Arabs gave the name TAPLINE to this greatest of all long range engineering projects. Tapline in its completion has done more than serve the cause of national security and international peace. It has given proof that a democracy produces private initiative and enterprise which can handle any industrial undertaking no matter how large it is.

One of the major problems facing the world today is the future supply of oil.

The vast reserves of the Middle East offer the best answer to this problem. The trouble before has been their inaccessibility. Now Tapline, cutting to the core of this crucial difficulty, in effect has moved the oil fields of Saudi Arabia some 3500 miles closer to the markets of western Europe.

The initial capacity of Tapline is 300,000 barrels per day.

From that amount of oil enough gasoline can be produced to operate 2,840,000 automobiles for an average day's driving. That would take care of all the cars in New York State. The amount of oil delivered by Tapline in a day can produce an amount of fuel oil sufficient to heat 259,000 average homes for 24 hours. That would be sufficient for the heating needs of Philadelphia, a city of over two million people, for a day.

Tapline passes through four countries — Saudi Arabia, the Hashimite Kingdom of Jordan, Syria and Lebanon. The effect of Tapline's industrial development in those countries already is being seen in an improvement in the living standards of their people.

More than half a million individuals have a financial interest in Tapline through ownership of stock in the companies which own and operate the line.

It is the story of Tapline, one of the great sagas in the history of industrial achievement, which follows.

Tapline is the abbreviated name customarily used to identify the world's biggest oil pipe line system which connects the oil fields of eastern Saudi Arabia with a Mediterranean shipping terminal at Sidon in the Republic of Lebanon. Actually the Tapline system is composed of two sections under different ownership and operation.

The Trans-Arabian Pipe Line Company's part of the line begins at Qaisumah in northeastern Saudi Arabia and extends northwesterly 753.5 miles to Sidon. The 314.7 miles of pipe line which extends east and south from Qaisumah to one of the world's largest producing oil fields at Abqaiq, is the heart of the gathering system of the Arabian American Oil Company (ARAMCO). This eastern section of the pipe line system can be used either for collecting oil and delivering it at the Persian Gulf shipping port of Ras Tanura, or for a westward journey, through the royalty-gauging tanks at Qaisumah, to the Mediterranean shipping terminal at Sidon. The Aramco-owned part of the line connects with Aramco's producing fields and can be linked to future fields as they are discovered and developed.

The history of Tapline must start with the discovery of oil in Saudi Arabia. That oil is close to the Persian Gulf but by taker route it is 3500 miles from the Mediterranean. Oilmen, looking at their maps, saw quickly that tremendous savings in time and money could be made by piping the oil across the sands, gravelly plains and mountains of the

Canal. That meant a 20-day, 7000-mile round trip for the tankers and a Canal toll of 18 cents a barrel, or \$40,000 for the oil in each big modern tank ship.

The men who first saw the benefits to be gained from a pipe line across Arabia had to put that project into the background to deal with the war and the great expansion projects which came with peace.

During the war there was the great adventure of the Little Inch and Big Inch pipe line from Texas oil fields to the industrial northeast. It has been said that without the Big and Little Inch pipe lines D-Day in Normandy would have had to be postponed a full year.

In early 1944 a recommendation was made by United States military authorities for the construction of a trans-Arabian pipe line as a project of the wartime Petroleum Reserves Corporation. This proposal did not materialize but Aramco's parent companies made a careful engineering study of the pipe line project. It was decided that a pipe line half-again as big in diameter as the Big Inch might be laid across the barren wastes of the northern Arabia steppes and on across the coastal mountains to the Mediterranean.

Aramco, until December of 1948, was owned by the Standard Oil Company of California and The Texas Company. The Trans-Arabian Pipe Line Company was chartered as a Delaware corporation in July, 1945, with the same ownership as Aramco. On Dec. 2, 1948, Standard Oil Company (New Jersey) and the Socony-Vacuum Oil Company, Inc. were added to the Aramco partnership. At the same time they acquired participating shares in Tapline.

Under this new set-up there began the intensive planning without which any great project must fail. First there was the pipe line engineering study.

Work progressed both in engineering of the line and the negotiation of agreements with the countries

through which the line would pass. In dealings with those countries Tapline representatives followed the pattern cut when Standard of California first dealt with Saudi Arabia concerning the original oil concession there. Middle East countries had been accustomed to the European mixture of government and commerce in dealing with companies which really were no more than extensions of the government. Americans went into the Middle East simply as businessmen. In effect they said:

"Look. We are prepared to take risks, to make sacrifices and to overcome difficulties for exactly the same incentive that brought greatness to America. That incentive is the hope of reward corresponding to the risks, sacrifices and difficulties. If at the same time your country flourishes because of our efforts, if millions throughout the world benefit from the increased production of petroleum, why then no one is happier than we. But we are businessmen and we are going into this for profit and you will profit too."

That was new in the Middle East. It has been successful in Saudi Arabia and it was successful when Tapline men carried it across the desert and the mountains to the Mediterranean. Permission to construct the line was granted by the countries concerned and the work began.

In the summer of 1947 Tapline started, from scratch, to lay the biggest pipe line ever laid across one of the most forbidding regions of the world. Engineers had drawn a line on a map. It followed a great circle route from a place which might have been called Nowhere on the Persian Gulf to the ancient Biblical city of Sidon in Lebanon above the Mediterranean.

From either end of this line reconnaissance parties and then surveyors moved on converging courses into as barren a land as could be found almost anywhere in the world. There were only a few tiny settlements along the desert route. A tree was a rarity anywhere from the Persian Gulf to the frontier of Lebanon.

The route crosses heavy sand dune

country only on its first hundred miles on the east end. West of there for 750 miles it crosses absolutely barren desert land to the Jordan frontier. The only noticeable surface features are occasional dry *wadis* where surface water flows or stands for a few days, and sometimes only for hours, after rain showers. Average rainfall is only three inches per year. Normally no rain falls from April to November inclusive.

The surface of this 750-mile stretch is either level or gently sloping and is about evenly divided between smooth gravel plains, disintegrated limestone overlying hard limestone strata, and level country with two to six inches of topsoil covering limestone hard enough to require blasting for removal. The line reaches its highest elevation, 2975 feet above sea level, just before it leaves Saudi Arabia.

The 80-mile route across Jordan was regarded as the toughest section of the entire route because the surface is completely covered with hard basalt and volcanic lava, disintegrated in chunks ranging from a few pounds to as much as several tons. It is practically an insurmountable obstacle for pedestrians.

Approaching the Syria-Lebanon frontier the line descends a steep escarpment into the south end of what is called the Bekaa Valley, which runs northward between two mountain ranges, the Lebanon and the Anti-Lebanon. Here it crosses several creeks or rivers which are the only streams of running water it encounters.

That was the sort of terrain over which it had been decided to lay the world's greatest pipe line. Add to those features the fact that summer temperature rises to 130 degrees Fahrenheit, with a humidity below seven per cent. In such a climate a man drinks two gallons of water a day, metal surfaces become too hot to touch with the bare hand.

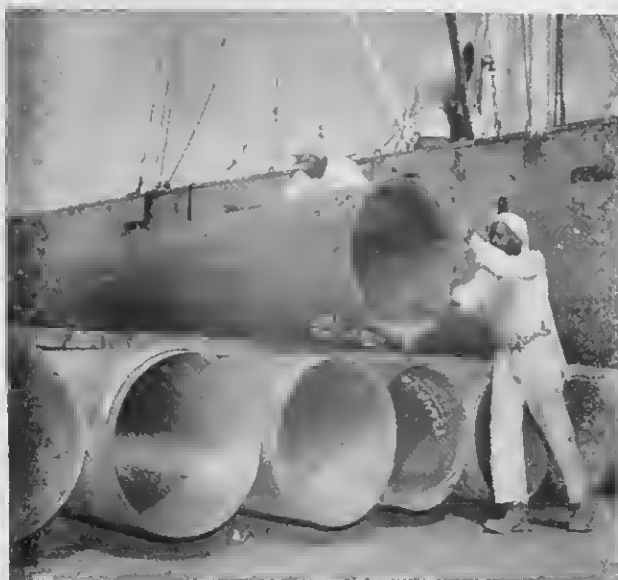
Over part of the route across the tilted desert there are high sand dunes which constantly "travel" under the buffeting of the fiery winds from the north. In other regions there are great desert swamps. And there are long stretches of flinty stone both above and below ground.

As a result of this changing terrain the great pipe was finally laid, three-fifths of its length in ditches dug or blasted beneath the surface, and the remaining two-fifths above the ground.

With the survey completed, Tapline was ready to go into business on an unprecedented scale. First of all, of course, was the pipe itself. Tapline had contracted for 265,000 tons of steel plate to be supplied by the Geneva, Utah, plant of the United States Steel Corporation. This plate was rolled by Consolidated Western Steel Corporation at its Maywood plant in Los Angeles. Consolidated was the only concern in the country prepared to manufacture a sufficient quantity of pipe larger than 26 inches in diameter.

And in having the pipe manufactured, Tapline gave early evidence of the enterprise which was to characterize the entire project. Maximum economy together with maximum efficiency was always the rule. So that principle started operating in the shipment of pipe from California.

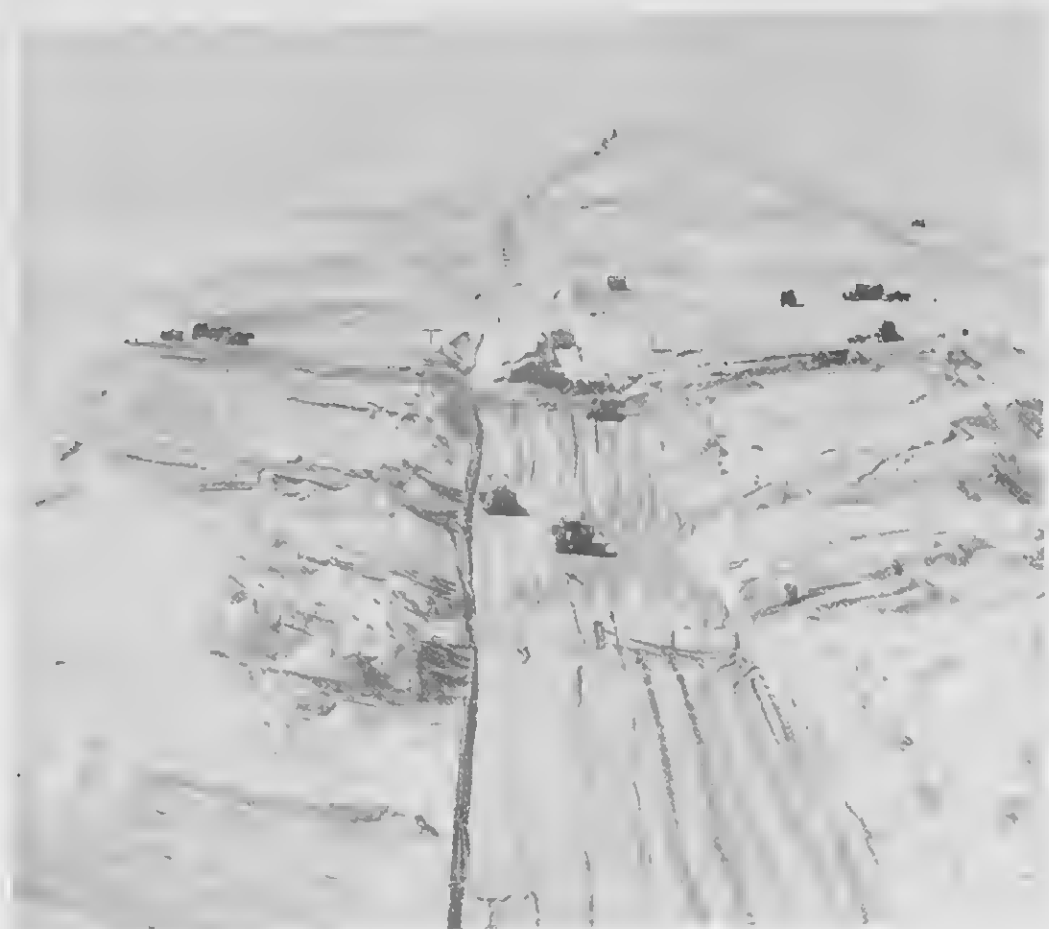
Tapline ordered its pipe to be built, half of it 31 inches in diameter and



Lengths of 30-31 inch diameter nested pipe being unloaded at Ras el Misha'ab, Saudi Arabia. Nesting operation, in which 30 inch pipe was shipped inside 31-inch diameter pipe, cut shipping costs.



View of a freighter berthed at the artificial sea-isle three miles off the mainland of Ras el Misha'ab, Saudi Arabia. The Skyhook machine rode on cables slung from a parade of 90-foot high A-frames.



Powerful bulldozers cleared the right-of-way of the trans-Arabian pipeline through a sand dune on the desert near Qaisumah, Saudi Arabia. Many terrain problems were overcome along the course of the pipeline. Near the Mediterranean coast, volcanic boulders had to be blasted out of the way to make way for 30-31 inch diameter pipeline. About 60 per cent of the 1068-mile system is buried.

At the Mediterranean shipping terminal at Sidon, Tapline's tank farm is located right on the coast. The view above is looking westward from a hillside above the Sidon terminal, with the Mediterranean and the cluster of tanks on the horizon. With the completion of Tapline, the vast oil reserves of Saudi Arabia were in effect moved some 3500 miles closer to the markets of Western Europe.

the other half 30 inches. Then each 30-inch length was nested in a 31-inch length, and even in the 30-inch lengths much material such as cement was stowed. So before the project really began, the shipping cost of the pipe was reduced by more than half and the speed of delivery was more than doubled.

It was decided to lay the pipe line as the surveyors had worked, beginning at each end simultaneously.

Beirut, near Sidon on the Mediterranean end, could handle ocean shipping, but there just wasn't any suitable place on the Persian Gulf. The oil port of Ras Tanura was too far to the south. It was planned to have the eastern terminal tie in with the gathering system for Aramco's producing fields and to have Tapline proper start at Qaisumah. As there wasn't any suitable port, it was decided to make one.

The location decided on was 125 miles from the nearest habitation, 40 miles from the nearest drinkable water. It had nothing whatever in its favor except that there was deep water — two and a half miles off-shore.

In a blinding *shamal* or sand storm the first construction crew set its tents and went to work. To construct buildings to replace the tents the men first had to make the brick, with the aid of Arab workmen. But in a matter of months there was a sizable community and it even acquired a name.

The conformation of the shoreline at that point was vaguely reminiscent of the forked stick or *mishaab* which Arab herders carry. And so the Arabs called the new town Ras el Mishaab, and so the maps now place it.

Not even barges could come ashore in the shallow water, but soon a sand jetty and then a crushed stone pier stretched out into the blue water. And barges brought ashore general cargo, tools, and the first pipe.

Then the Tapline planners, always seeking by initiative and imagination to meet the requirements of a private enterprise job — economy

without loss of efficiency — borrowed a page from the book of the Douglas fir loggers in the western United States.

At certain places in those states the inventive loggers had rigged overhead cables on which to haul timber from otherwise inaccessible mountain slopes. Such skyhooks had never been used for other purposes, but Tapline's executives saw how they could be used on the Persian Gulf on the other side of the world.

And so a skyhook was erected three miles out into the Persian Gulf, connecting the shore with a man-made island built to serve as unloading point for ocean ships. They built 21 A-frames to hold the cable, from which were suspended three self-propelled cars, each capable of hoisting 10 tons of pipe or other cargo.

Operated in tandem these automotive hoists of the high wire made the three mile journey in five minutes, and they brought ashore 1,100 tons a day, swinging it along 80 feet above the water.

Transportation of the pipe from California to Ras el Mishaab having thus been solved, the next thing was to get it out onto location. Field welding was a terrific problem, with the necessity of moving the welding equipment each time two pipe ends were joined. So that problem, too, was conquered.

As soon as the nested pipes were brought ashore at Ras el Mishaab a special machine, invented and manufactured for the purpose as so many machines were on this whole project, denested the 30 from the 31-inch pipe. Then three lengths were automatically welded on the base, making lengths of about 93 feet each for moving onto the job.

Long before the first black goat-hair Arab tent had been raised at Ras el Mishaab, the engineers and executives back home had been figuring out problems to be met in advance. Trucks and trailers too wide and too heavy for any United States highway had been built and tested on the desert of New Mexico, under conditions at least approaching those in Saudi

Arabia.

And so when the first pipe arrived, first by barge and then by skyhook there were trailer trucks capable of hauling 93-foot lengths totaling up to 50 tons. Delivering the pipe to the pipe line right-of-way in this length cut the on-location welding by two thirds.

The automatic welding at Ras el Mishaab not only reduced the field welding but effected fully a 50% saving in overland transportation costs because of the greater and more economical loads which could be carried with the 93-foot strings.

Originally Tapline's engineers had hoped that only a moderate amount of road building would be required along the pipe line's route. But eventually it became necessary to build adjacent to the line a highway 930 miles long from Ras el Mishaab to an intersection with an existing road in Jordan.

This road across previously impassable desert has already had by-products of prosperity. The road was built as a necessity for Tapline's project, but for more than a year now the Middle East public has taken free shares in it. Now for the first time in history it is possible to make motor round trips between Mediterranean ports, Persia, Kuwait, and the Persian Gulf shore of Saudi Arabia. Over this road built for a pipe line trucks now are speeding hundreds of miles to carry fruits and vegetables and other goods from the Mediterranean area to the Persian Gulf markets.

All in all the Tapline project has been the biggest transportation and trucking job of any pipe line. Before the last 93-foot sections of pipe were welded there had been three billion ton miles of ocean shipping and 150 million ton miles of field trucking, the latter over those specially-constructed roads now so blithely used by the truck gardeners from the Mediterranean end.

The physical obstacles to success of this great adventure have been mentioned. As it turned out there were other obstacles which could not



A Kenworth truck being relieved of its 50-ton burden along the right-of-way of the trans-Arabian pipeline. Special, low-pressure sand tires permitted these huge vehicles to haul their loads over some of the most difficult terrain in the world.

have been evaluated in advance and which delayed the undertaking by a full year.

In the first place there was the Palestine war. That conflict caused considerable delay along the section of the line skirting Palestine.

The other great delay came from Washington. Any such project as this must be approved by the Department of Commerce. And when that approval was obtained for Tapline, it was necessary to receive quarterly licenses from the Commerce Department's Office of International Trade.

The first three such licenses were issued and Tapline was well in stride. The pipe was being laid at an average speed of a mile a day, an almost fantastic achievement in view of the physical conditions. And then suddenly the OIT said: "No more licenses, at least for now."

It is not difficult to imagine the consternation, the confusion, in the Tapline offices from Ras el Mishaab to Beirut to San Francisco to New York. No reason was given then, or since. Just no licenses. The assumption was there had been complaints that in a time of shortages at home there should be no such large shipments of critical materials to far

parts of the world. And these complaints echoed loud in the ears of political office holders, even though it was demonstrated that less steel was required for Tapline than would be needed for the 65 tankers it would replace.

All this left Tapline with a fleet of 15 Liberty ships contracted for from the Isthmian Line to carry material half way around the world. It left Tapline with crews to lay pipe which wasn't going to arrive any more. It left Tapline in a mess.

This was only one huge problem facing Tapline in its construction of the world's biggest oil pipe line. How it met these problems — language barriers, training unskilled workers, maintaining a water supply, and others — will be told in the concluding section in the next issue of the



An Arab welder.

Esso News.



Five powerful D-8 Caterpillar tractors tow a Giant Ripper. This 18-ton monster was used to make a ditch for burying the pipeline in areas where ditch-digging

machines could not operate because of rocks and boulders. Such earth-handling machines — bulldozers, Caterpillars, ditchers — played a vital role in building Tapline.



Jan and Pedro Back in Aruba

(Continued from page 1)

Both boys voiced their deep appreciation to Lago for the opportunity they had had of studying in the States.

"It was a dream come true," Jan said.

"It was a dream I had never even had," Pedro said, "and it was certainly wonderful."

The two boys, the two outstanding graduates of last year's Vocational Training School graduating class, studied at the Allentown Vocational Public High School in Pennsylvania. When they returned to Aruba, they brought with them a vast supply of memories of new experiences that will stay with them forever. On their way to Allentown last September, they stopped off in New York City to see the sights there. Then they went on to Allentown, which was to be their home for the next nine months.

"Everybody there was our friend," they said. "People in Allentown — and every place we went, for that matter — were awfully nice to us. We sure hated to leave them."

While in Pennsylvania, the boys made three trips to Philadelphia, one of which they helped Irene Jacobs celebrate her birthday (see separate story); to Bethlehem, where they saw the huge Bethlehem Steel plant; and to other nearby industrial centers where they observed various plant operations.

Among their new experiences was seeing snow for the first time — and experiencing temperatures as cold as eight degrees below zero.

"It was a Saturday when it went down to eight below," they said, "so we stayed indoors all the time."

Pedro is with the TSD Lab, and Jan in Metal Trades. Both boys feel that, as a result of their advanced training, they are far better equipped to perform their jobs. To them, their time in the States was a wonderfully worthwhile period. The success of their stay there is also shown in a letter from Clifford S. Bartholomew, principal of Allentown High School, to Frank M. Scott, head of Lago's Training Division.

"It was a pleasure to have Jan and Pedro with us," Mr. Bartholomew wrote. "They certainly set a good example in every class they were in, and their citizenship in school was the finest. Their attitudes were excellent. I would love to have a whole school filled with kids like you people have sent us from Aruba."

Next month Lago will announce the names of the two scholarship winners from this year's Vocational School graduating class. The two boys selected will have high records to aim at if they are to maintain the standards set in Allentown this year by Jan and Pedro, and last year by young Britten and Dijkhoff.



Nobody seems to know the cause of Aruba's recent fog. But everyone at least agrees that there is a great deal of fog and it's very unusual. The picture above was taken in the refinery shortly before noon one day; the new refinery road turns off just to the left to run along the seashore, and the nearby Plant Dispensary is invisible in the fog ahead.

Surprise Party for Irene

Biggest surprise for Irene Jacobs who was sent to Philadelphia for her final operation was a birthday party held on May 25 which two unexpected guests attended.

The guests were Jan Wester and Pedro Irausquin who were brought from Allentown, Pennsylvania through the efforts of the Philadelphia Lions Clubs.

The way Irene felt when she met the two boys is best described in a letter they wrote to Aruba before their recent return here.

"She did not know that we would be at her birthday party," they said, "and was she surprised when she came in and saw us. We laughed and somebody told her 'they are from Aruba'; she did not understand anything of that, but then we started to talk to her in Papiamentu and told her who we were and boy 'o boy, we cannot explain how she felt, but everyone can understand how she felt at such a moment."

It was the Lions Club in Philadelphia that handled all the arrangements for Irene's party. An estimated 300 people attended the affair, which was held in a school auditorium to handle the large crowd.

When the Lions heard that the two Aruban boys, Pedro and Jan, were only 50 miles away in Allentown, they made arrangements to have them attend the party. The boys' first job when they arrived in Philadelphia was to go directly to the bakery where Irene's birthday cake was being made. There they translated "Happy Birthday, Irene" into "Felice Cumpli Año, Irena" so that the baker could print it on top of the three-deck birthday cake.

Irene, the 13-year old girl whom Aruba's Lions Club sent to Philadelphia for medical treatment, is doing fine. The boys said that "doctors said she will be fine in a very short time, and that all in Aruba may relax because she is at her best."

The boys added that everyone at the party talked about one thing.

"If all Aruban girls are as lovely as she is," they wrote, "a great number of them said that someday they must visit the island."

The boys added that "Aruba owes a great deal to all those in Philadelphia who gave their effort and time to make Irene's 13th birthday such a happy one."

Two troops of Brownies and two Girl Scout troops attended the birthday party. They had made cupcakes iced with pink, yellow, and green frosting. On each cupcake was the word "Irene". The girls started the party off by singing "Hello, Irene" to the tune of the popular song, "Goodnight, Irene."

The Lions Club also arranged for a long distance telephone call to Irene's mother in Aruba.

Among those present at the party were the Netherlands consul and viceconsul in Philadelphia and their wives; Lions Club members, nurses and doctors, scouts and their leaders, and many more. Irene received countless gifts, and everyone at the party enjoyed themselves immensely.

Irene's doctor at the Temple University Hospital, where she is being treated, wrote that she "was radiant at the party in her new dress, coat, and jewelry. She smiled constantly. Irene has made good friends with one of the nurses' aids, Mrs. Rosemary Lewis. After the party they both had dinner at my house, and it is

NEW ARRIVALS

- BELL, Leon C.: A daughter, Patricia Maureen, June 13.
- CROES, Venancio: A daughter, Adelfa Antonia, June 13.
- COLLINS, James T.: A son, Scott Hibling, June 13.
- ARCHER, Rafael: A daughter, Filomena, June 11.
- DIRKS, Enrique: A son, Vito Roy, June 15.
- KELLY, Higinio A.: A son, Efraim, June 15.
- SOLOGNIER, Juan S.: A daughter, Crescencia Lucinda, June 15.
- GEERMAN, Eduardo: A son, Ruben Daniel, June 16.
- ROEKHOUDT, Pedro: A son, Alfonso R., June 16.
- PETROCHI, Innocencio: A daughter, Greta Marlen, June 16.
- FENGEL, Albert N.: A son, Johan Alwin, June 17.
- CUMMINGS, Edmund W.: A son, Hugh Covington, June 17.
- OGLIVIE, John G.: A son, Esmoud John, June 18.
- OSWALD, Frederick: A daughter, Cheryl Ann, June 18.
- YRAUSQUIN, Pedro: A daughter, Gloria Maria, June 18.
- CROES, Estevan: A daughter, Luisa Deanne, June 21.
- MADURO, Camillo: A son, Luis Roberto, June 21.
- WERLEMAN, Daniel: A son, Alex David, June 21.
- DONGEN, Egbert J.: A daughter, Linda Augusta Eugene, June 21.
- KELLY, Vicente: A daughter, Luisa Maria, June 21.
- BLACKMAN, Alexander: A daughter, Roslyn Patricia, June 22.
- NICHOLS, Theodore F.: A daughter, Joanne French, June 22.
- HOOGSLAG, Klaas W.: A son, Marcel Andre, June 22.
- GIEL, Bruno: A daughter, Maria Elisabeth, June 22.
- LACLE, Juan O.: A daughter, Filomena Teresita, June 22.
- PROTERRA, Anthony J.: A son, David Anthony, June 23.
- ARRINDELL, Frederic J.: A daughter, Linda Martina, June 23.
- McINTOSH, Bryan: A son, Kenneth Cuthbert, June 23.
- NICOLAAS, Alfredo: A son, Juan Martinez, June 21.
- ALBUS, Leoncio: A daughter, Alida Maria Goretti, June 25.
- LAMPE, Reginaldo: A daughter, Erica Edwina, June 25.
- SONES, Errol: A daughter, Juanita Hazel Eudora, June 26.
- CROES, Anselmo: A son, June 26.
- CROES, Frederico A.: A daughter, June 26.

very evident that Rosemary is good for Irene."

Irene is not confined to bed, and travels all over Philadelphia seeing the sights of the city. She is accompanied on these trips by Mrs. Lewis, the Netherlands Vice Consul and his wife, or by Lions Club members and their wives. Her address is Temple University Hospital, Broad & Ontario Streets, Childrens' Ward, Park Avenue, Philadelphia, Pennsylvania.

On the joyful occasion of her birthday party, Irene no doubt thought affectionately of her many friends and well-wishers in Aruba. For it is the many people here who made it possible for her to go to the States for the medical treatment she needed.

Organization Changes in Mechanical Dept.

Organization changes in the Mechanical Department last month saw L. G. Wannop appointed to the position of zone foreman in Zone No. 3, replacing K. H. Baggaley, who is retiring. Mr. Wannop will not take over his new duties until September 1, when he has completed his assignment as technical supervisor of the Technical and Administration Group in M&C. Until then, V. E. Turner, will act as zone supervisor in Zone 3, after which he will take over the new hospital project as zone supervisor in charge of construction.

Mr. Wannop came to Aruba in December 1945 as a student mechanical engineer in M&C Administration. In September 1949 he became an assistant zone supervisor, and in July 1950 acting technical supervisor in M&C.

In other organization shifts, L. Ammann returned to the refinery Field Coordination Craft early this month. The Colony Zone organization as such was eliminated and its functions incorporated into the Colony Maintenance Craft. F. Legenhause was assigned these duties reporting to S. Hartwick, who continues to report to G. B. Mathews.

Fog Fools Few

Thousand Theories Thrive

No two people seem to agree about the origin of Aruba's persistent fog. Everybody, however, agrees on one thing: they wish that the fog would go away.

Among the conflicting theories heard about the origin of the fog are these: sand from the Sahara Desert in Africa is blowing around the world; last spring's atomic tests in the Pacific created certain peculiar atmospheric conditions; a hydrogen bomb was exploded; a submarine volcano exploded; the island of Martinique erupted; there was an earthquake in the Cape Verde Islands and Fogo volcano there blew up; it was a blanket of smoke from Curacao; hot air from a large continental land body had moved out over cold water.

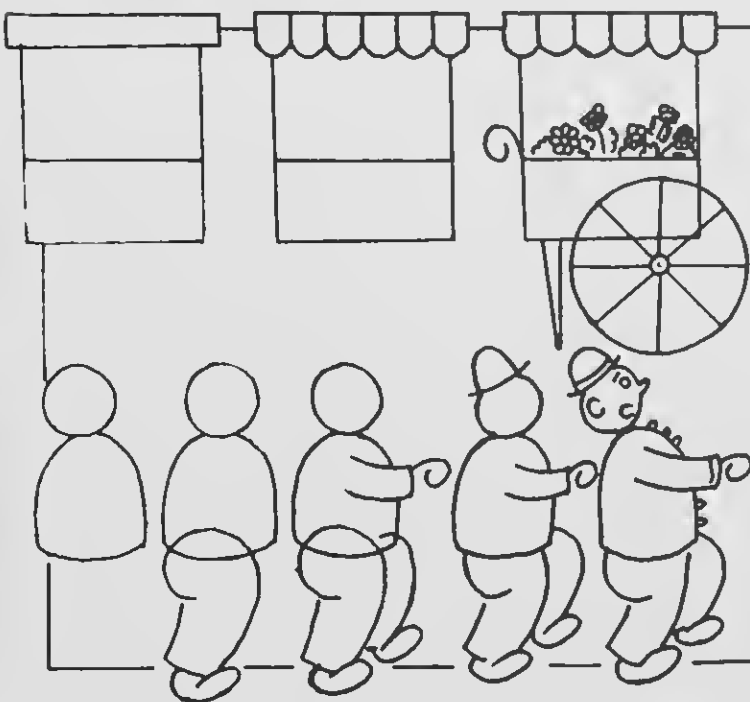
Whatever the reason — and you could pretty well select whichever one appealed to you the most — the fact remained that an unusual fog had come to Aruba, and when or where it would go from here nobody seemed to know.

Get Olympiad Trophies

All prizewinners in the Queen's Birthday Olympiad, who have not yet received their trophies, can do so now. The trophies can be obtained in Room 14, BQ 3 (the Training Building), from H. M. Nassy.

Kid's Korner Drawing is Fun

Pa Muchanan Pintamento ta Pret



Kids-drawing is fun. And it's easy if you follow the steps shown above. Just start out with the figures at the left; develop them as they are done above. You'll end up with the scene at the right.



Muchanan-Pintamento ta pret. Y facil, si bo sigui e prechinan cu bo ta mira aki 'riba. Cuminsa cu figurnan na man robez, y sigui manera a worde haci aki 'riba. Ora bo caba, bo lo tin un prechi manera esun na banda drechi.